

LUMINARY JOB OFFICE.



### The Railroad Convention at Parkville.

The citizens of Western Missouri, especially those of the Platte County, are informed that a Railroad Convention will be held in Parkville, commencing on the last Monday in May, (29th,) for the purpose of considering the Railway prospects of the western portion of our State, and giving a public expression of opinion in favor of the National Railroad from Lake Superior to the Gulf of Mexico—to promote, also, the organization of Companies for building the portions of the road that run through other States, and to forward the interests of the central division of the great road, viz., the Platte Country Railroad.

The questions of North-eastern and South-western connections will be discussed, and such other action taken as the Convention may deem proper.

Those friendly to the objects for which the Convention is called, are invited to attend.

Newspapers throughout the State are requested to publish this announcement, and to call the attention of their readers particularly to the subject.

### INDUSTRIAL LUMINARY.

TUESDAY, APRIL 25, 1854.

W. S. Swimmer, general Newspaper and Advertising Agent, No. 14, 2d Street opposite the Post Office, St. Louis Mo. is the regular Agent for this paper.

J. W. Bailey is our authorized agent at St. Joseph, Mo., and will receive and collect for all notices due.

**Wanted.**  
A Smart Boy, who can read well, to learn the Printing Business. Apply immediately at this office.

**Dissolution.**  
The partnership heretofore existing between the subscribers, is this day dissolved by mutual consent. Geo. S. Park will receive all moneys due the concern, and pay its debts.

Geo. S. Park,  
J. B. Conroy.

Parkville, Mo. 14th April, 1854.

**Notice.**  
Call our permanent arrangements can be made, the printing business, and publication of the Industrial Luminary will be carried on by Geo. S. Park.

**Valodictory.**  
My connection with the Industrial Luminary having ceased, in a very brief manner I now take my leave. My reason for retiring is, that a large and promising field is open elsewhere. I would just state here, however, that the career of the Luminary, to far, has been prosperous, and my connection with it pleasant.

I leave the paper in good hands, with certain success and a bright future before it; it is deserving and will, I am sure, receive the hearty support of the community. With the best wishes for the Luminary and its patrons, I now take my leave.

J. H. CUNDIFF.

**War Declared by England and France against Russia.**

As we were preparing to make up our paper yesterday, the very obliging clerk of the splendid steamer, F. X. Aubrey, headed on his way to St. Louis and Louisville passes. Benj. V. Glimme has our best thanks for his kindness.

The most interesting news is about the European War. France and England have at length declared war against Russia; and our Government at Washington have been notified that all Russian ports on the coast will be blockaded. The annexed papers contain all the news. The annexed paragraph gives a glimpse of the news.

**Tax News.**—The details of the foreign cesses by the Herman which we publish to day puts an end to all suspense relative to the war question. The Herman was out fifteen days, and encountered immense fields of ice. We learn that the cabinet courier dispatched to St. Petersburg with the ultimatum of France and England had returned to London with the official announcement that no reply to the joint demand of the two powers would be made by Russia. This intelligence was immediately followed by declarations of war, from England and France.

**England and France, War Declared Against Russia.**—The arrival of the steamer at New York on the 14th inst. brought the intelligence that England and France had declared war against Russia. The announcement was made in England by the Queen, in Paris, and by the Emperor of St. Petersburg, and was received by the Russian Emperor with the proclamation of their respective sovereigns with warm approbation. Immediately upon the declaration of war, the British Government commanded a greatly advanced price. Russia will now have her hands full, in warring against the combined forces of Turkey, England and France, and she will be compelled to bring out her last soldier, and put every cart to the wheel of her naval force.

The following shows Fremont's safety. Particulars in our next.

**Col. Fremont.**—The telegraphic dispatches that several of Col. Fremont's exploring party had died on the Rocky Mountains from hunger and cold were incorrect. On the 9th of February the Colonel's party were at the Mormon town of Paraway, near the Little Salt Lake, and two hundred and sixty miles south of the Great Salt Lake.

They had found no game in the mountains for several days, and had been driven in consequence of the snow, and had lived on their mules and horses, of which twenty-one had been eaten. Obtaining supplies from the Mormons they were on the eve of departure for San Francisco.

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### The Ball Rolling.

The Editor of the Council Bluffs Eagle, as appears from the following article, is in favor of the Great Railroad from the North to the Gulf of Mexico. He wants an "Air-Line," but we suppose he knows the main points in the scheme as it has been agitated in this and the southern region, and that he will be satisfied with the *Bluff City* line of the main intermediate depots between Lake Superior and Galveston. Let us all agree to show him our understanding, and the pressure from without will stir up our Congressmen; while by pressing the question above and below those towns on the course of the road that are sleepless, they will be waked up to action.

Give a few more "toots" on your *Duple* of the same sort, friend Johnson, and don't forget the thrilling tones below you. Will you try to make for the regular route, the Railroad Convention here, on the 30th of May next, and bring a company of friends with you?

COSCEIL BLUFFS AND GALVESTON BY AIR-LINE RAILROAD.

At the onset, in bringing this enterprise before the public, we have had to consider, we merely alluded to the practicality and feasibility of such a route involving upon our reader's examining the maps, and promising on our part, to refer to the subject again from time to time.

We are glad to have something more than a simple promise, as an inducement for alluding again to this magnificent scheme. Since that time preparations have been made to organize a company, and already the primary steps have been taken to incorporate under the general law of the state of Iowa. The advantages to follow the construction of such a road are numerous and important. It would open up a new, fertile and desirable country, with unbounded facilities for agricultural purposes, rich in coal and minerals, situated with great growth; and possessing the advantage of being attractive to the corn grower, as well as the cotton planter.

Such a road would connect the most important point and accessible harbor on the Gulf of Mexico, with a point in the north, where the productions of the south could be manufactured and transported to other great, and desirable markets, without the dangers and delays of navigation.

This is a result actually sought after by the south, and a desideratum which every northern man must appreciate. By this means an extensive trade would be diverted to the very heart of the Union, where it naturally belongs, and where it must eventually come. Who will gainsay, that in a few years, a great commercial emporium will spring up, right here, whose vibrations will extend to the very extreme of the Continent.

Such a connection would unite and cement diverse interests of the north and south; and give, with a belt of silver, the discordant elements of the Union, harmonizing, reconciling, and creating a feeling of reciprocity of advantage, and thus prove a great national benefit.

Therefore to the work, good citizens; circulate your petitions, praying congress for grants of land—let no public occasion, when it is appropriate, pass, without expressing your convictions, and your determination to push to noble an enterprise forward; and little by little, after a while, as the gentle snow flakes from Heaven cover the earth, and our expectations be crowned with success, observing other maps and less important projects, which will only be revived to bud and bloom with renewed vigor on the completion of the Council Bluffs and Galveston Bay Air-Line Railroad.

**Beautiful and Profitable.**

Hereafter, there will be given on the fourth page of this paper, an interesting illustration under the heading "Accumulation," not intended exclusively for Farmers, but also for those who have taste for Horticulture and Floriculture. We shall aim to inspire a taste for those occupations among our readers, and the time may not be far distant when there will be a Floral and Horticultural exhibition in this region.

To make Parkville what it can easily be—a pleasant town, a healthful habitation—property owners should begin to improve their lots, by setting out shade trees; and on our part, the beautiful and useful are Fruit-trees. The man who has room on his lot for a few trees before his house, and falls to plant them—who does not cultivate a garden-plot for economical or ornamental purposes—deprives himself of some of the purest enjoyment.

The other morning we strolled from our residence into the park, to inspect the new lot in the Peach and Apple trees, and to see the blossoming luxuriant, and the buds, and just beginning to unfold their blooms, and that we were cheered and refreshed, to give a very fair idea of our feelings. Let the spare moments of our citizens be spent in cultivating fruits and flowers, and we shall aid in giving practical information for the enjoyment of the object.

By all means, then, read the information in all departments of this paper.

Since our last there has been a spell of very cold weather, interspersed with thunders. The thermometer has taken a run three feet in the ground has put "down" cold," and at latest dates had "billed over," and the Judge was recently praying for frost; as he had a hard race before him in the Congressional District. He hopes for cooler times at the Park, when he makes it the seat of Government for Kansas Territory.

**Instructive and Entertaining.**

Platte City, April 21.

Eds. Luminary: We have last week been enjoying the pleasure of attending the exhibition of Dr. Cruik's Great Temperance Panorama. The exhibition was witnessed by quite a large and delighted audience; and we must say, that, considering it was gotten up and painted in our own Par West, and we believe it is not exhibited in any town, it is one of the finest things in the way that has ever been exhibited in our city. It presents in living colors to the eye, the certain and awful end of the poor miserable inebriate, who unfortunately yields to the passion for strong drink.

We wish the Doctor great success in the exhibition of his Painting; and hope men, women, and children, everywhere he goes, may see it, as it must make an impression for good upon the minds of all who witness his exhibitions.

Yours, &c. MANY.

Dr. Cruik is showing his Painting in the upper part of this County, and intends also to visit Buchanan and Andrew with it before returning home.

### Appointment by Gov. Pice.

His Excellency Governor Pice has appointed our esteemed friend, and very efficient Postmaster, Adam L. Stoddard, Esq., to the 1st Division of Missouri Mills. This division comprises the counties of Platte, Clinton, Davis, Buchanan, Andrew, Holt, De Kalb, Madison, Henry, Harrison, and Atchison.

We congratulate Col. Stoddard on his appointment; and need only say that no worthy man for the honor lies among us.

### The Mills.

In course of the last week we have been filled with files of papers by the officers of the Senate, House, and Police Star. Better managed than we do not even the water at any rate, but for the regular house, Parkville would be the shade for now, sailing on the slow stages of John Fink & Co. Good times are coming; for the St. Louis Republic says that—

Propositions have been submitted to the Postmaster General for transportation of the mail three times a week from St. Louis to St. Joseph, and back. The proposition is made by the St. Louis and Kansas City, and is intended to run in connection, and to make their trips regularly, leaving the several ports at fixed hours. From our knowledge of the men engaged in the business, we have no doubt that they will perform whatever they undertake, to the letter.

We understand from Washington, that the Postmaster General disapproved of this proposal very favorably. It has been fully explained to him, and its advantages are stated that he can hardly decline it. He ought not to do so. If other contractors on other river routes have dared in this, ought not to prejudice the Missouri river route, when the boats are ready to enter into the necessity of making the contract, and its undertaking. We trust that the Postmaster General will at once order the contract to be signed.

The organization of a river route will greatly relieve the land mail for the interior parts of the State, and will be a great benefit to the people in this State. We invite the attention of Messrs. Lindley, Miller, and Oliver, and indeed of all the Representatives whose districts touch the Missouri, to the necessity of making this contract, so that it may go into immediate operation. Our mail facilities are less than those of other States in the Union, and they have a right to demand this addition to the mail service.

It is not necessary to wait until the regular time of mail service, which is July, and it is in their power, by presenting the case properly to the Department, to have the service ordered immediately. We rely on them to do it.

### Platte Country Railroad.

A meeting of the Directors of this Company is called, for the purpose of organizing under the Charter, and opening books for subscription to the stock, to be held at the office of L. D. Bird, Jr., in Weston, on Tuesday, 24 May next (one week from to-day).

The friends of this road on the south side of the river, are ready to co-operate and we expect they will soon have an opportunity for helping along the subscription.

**PACIFIC RAILROAD.**

The Great Southern Convention at Charleston, S. C. have passed strong resolutions, expressing preference for building the Pacific Railroad on the southern route. Numerous wires are pulling in favor of the northern route, and strong combinations of railroad interests and capital are being formed.

It is high time for Missourians to wake up. The date of open Abolition gave us brought them a deep sleep; and the very Walt Whitman and the repeated doses administered by the Republic, have given scholars for other routes a decided advantage over the friends of Benton's Great Missouri route. But light will soon dawn. The enterprise Fremont has been in the mountains during the past winter, and we trust shortly to have his able report. Col. Benton is at his post—no idle spectator of passing events.

We take the following from the Missouri Democrat of the 15th inst.

**CENTRAL ROUTE TO THE PACIFIC.**

The news from Col. Fremont's expedition by the California mail, indicates the entire success of this exploration, as affirming the practicability of a railroad upon the central route in winter as well as in summer. This past winter has been the severest that the road known up to the time when he met Col. Bennett, which was on the 8th of February, in Para was near the little Salt Lake, had not considered the least chance of success in the progress of a locomotive. This was the main reason to be established by this winter exploration. Previous surveys had demonstrated its practicability in every other respect; and now the report of Fremont will render the objection on account of snow no longer viable, the enemies of the central route will not have the semblance of an argument to sustain their opposition. The following letter will be read with pleasure, as an inkling of what is to be the character of the report:

Correspondence of the N. Y. Tribune.

PARAWAY, Feb. 8, 1854.

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Correspondence of the N. Y. Tribune.

PARAWAY, Feb. 8, 1854.

I improve the present opportunity of the departure of A. W. Bennett, Secretary of Utah, for Washington to forward you a few lines in relation to the movement of Col. Fremont, who arrived here with his party yesterday. They were in a starving condition having subsisted for the last ten months upon horse flesh, having killed and eaten twenty-five since leaving Bent's fort. He has traveled in a straight line across the plains, and entered this valley about seventeen miles north of where Major report is highly favorable, to the extent of thirty miles. The winter snow is not so deep as it was last year, and the depth of the snow in the passes, and in the worst and most elevated parts, (which he crossed some times in December,) he found snow only four inches deep in the shade on the summit. The only water we have in the month of December and January, is snow rarely lying on the ground more than a week at a time. Last winter the snow fell, in all to the amount of twenty-seven inches, and in the previous winter the depth of thirty inches.

eight feet high, both being of the first quality, and the vast forests of pine at this point, also, the conclusion must be evident to a candid and public spirited mind that this is the best, most central, and most national route for the Pacific railway; at least such is the unanimous opinion of the people of Utah; and you must remember that the "Mormons" are one of the thought, feeling and action. While men (?) at Washington are quarreling about the location and building of the greatest work of modern times, and indisputably of the greatest national importance, we, if we had the power, would build it.

The Indians have been tolerably quiet this winter, doing but little damage, on account of the high water, which has been kept, and the collection of the inhabitants into fortified towns and cities.

The Governor and regents of the university have at length completed an entirely new syllabus, which will do away with many superfluous letters now used in spelling, and render writing much more rapid and easy.

Respectfully, JAMES H. MARTINEAU.

From the following paragraph which we take from the New Orleans Picayune it will be seen that there is less impediment than was shown on the Central route itself further South.

The San Francisco Times, says that Col. Fremont, after leaving Col. Fremont, turned in a more southerly direction, having found less snow, but to his entire surprise, discovered that the farther South he proceeded, the more snow he found. He is of opinion that the upper country through which the route must run south of the Great Desert country altogether. The views of a man of his experience ought to count for something until reliable examinations are made, and fully reported.

**Ho! for California.**

We clip the following from the *Denver Herald*. It is a just tribute to our town. The farmers of Clay are well known for stock-raising, and the country is probably the healthiest little town in this quarter. We state facts when we say that this country is full of stock of the best quality—cattle, horses, mules, ponies, and sheep—much of which can be sold at reasonable prices. As for building of country, those going west, to the territories, or across the plains to California or Oregon, should not fail to fill their pockets with gold, silver, and the country is probably the healthiest little town in this quarter. We state facts when we say that this country is full of stock of the best quality—cattle, horses, mules, ponies, and sheep—much of which can be sold at reasonable prices. As for building of country, those going west, to the territories, or across the plains to California or Oregon, should not fail to fill their pockets with gold, silver, and the country is probably the healthiest little town in this quarter. We state facts when we say that this country is full of stock of the best quality—cattle, horses, mules, ponies, and sheep—much of which can be sold at reasonable prices. As for building of country, those going west, to the territories, or across the plains to California or Oregon, should not fail to fill their pockets with gold, silver, and the country is probably the healthiest little town in this quarter. We state facts when we say that this country is full of stock of the best quality—cattle, horses, mules, ponies, and sheep—much of which can be sold at reasonable prices. As for building of country, those going west, to the territories, or across the plains to California or Oregon, should not fail to fill their pockets with gold, silver, and the country is probably the







